The Marker Lamp

Volume 53 Number 2 Spring 2006

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The editorial policy of **The Marker Lamp**, the official publication of **The Lone Star Region**, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility.

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Articles appearing in **The Marker Lamp** are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of **The Lone Star Region** or **The National Model Railroad Association**.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided.

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President's Message

by Jerry Schoenberg, MMR

I have found out recently that Railroad History Buffs represent another large facet of our great hobby. Maybe I can entice you to add RR history to your fun! In one way or another, we are all part of this group. Even if we model the present day, we all seem to have an interest in the railroading days of old.

We are helped to keep memories of the past alive through historical societies and "fallen flag" magazines. We visit museums and collect everything from rail spikes to train dishes and flatware. Some even renovate private railroad cars or collect real signals. It is not hard to find a fellow hobbyist that is an expert on a particular railroad of the past.

While setting up a group to operate on layouts in Baton Rouge and Shreveport, I was asked if we could railfan "along the way". Little did I realize that "along the way" meant "out of the way". Early in the morning I saw a sign showing Shreveport 25 miles, and at 3:30 PM, I saw another sign Shreveport 25 miles. During the trip, I saw lots of empty fields, said to be old right-of-ways, engine facilities or passenger stations. We also found some rotted ties said to be where the —RR crossed the —RR. I enjoyed saying that I thought one area was really a hobo camp as I found an old baked bean can. While on this historical venture, however, we saw a ballast train at work, buildings at an old engine facility, and an abandoned vintage steel mill. A real treat was a track-grinding train with sparks flying and fire prevention in use.

On another trip, a good friend had been looking for the original location of a passenger station he remembered as a child. Finally, a real clue was a section of street curbing that was obviously very old in design. This led to finding the foundation in some weeds. He was then able to dig up some souvenir bricks to take home.

I confess to talking to a little old lady in Altoona, Pennsylvania, about how The Pennsylvania Railroad used to be. It is memorable for me to see smoke stains on the tunnel portals at Horseshoe Curve, PRR catenaries in Pittsburgh, and PRR bridges and signals still in use. It is only recently that I learned that a branch of PRR actually went to my hometown of Beach Haven, NJ. That led to a whole new history study at the library.

So, if you get the chance to join in on railroad history sessions, enjoy them, and if you get invited to do some railfaning "along the way", be prepared to extend your travel time. You can have lots of fun and learn lots of things while "not on the way".

I hope to see most of you at the Hill Country Special Convention in Round Rock, TX. Get your reservations in and put June 6-10 on your calendar.

View from the Spar Pole

By Chuck Lind, MMR

I hope that everyone is looking forward to the LSR Convention in Round Rock this June. The Convention Committee has done a lot of work and I have never seen so many clinics. It is not just the number of clinics but the variety of subjects and the quality of them. There will be no excuse to say you didn't learn something at the convention.

After I was notified about the death of Bobbie Hall, I was discussing it with my son and daughter. They remembered her well and we got to talking about our trips to Halls Hobby House. I lived in the Dallas area for close to twenty years and with my love for trains I was no stranger to her store. I had a Printing Business out on Harry Hines and each Saturday one of my children would go with me to work, so I could finish up some of the paperwork that needed to be done. After that it was a trip out to eat, at a place of their choosing, and finally a trip down to Halls Hobbies. Halls Hobbies was not just a place to go and buy your supplies that you needed for the project you were working on but a gathering place. A Saturday afternoon at Halls was an experience; I meet some of the great modelers that I had read about in the magazines since I was a kid. I also met many of the up-and-coming modelers.

The people that she had working for her were also modelers and could help you with most problem from how to build something, to fixing that locomotive that didn't run right. If the staff couldn't help you out, which was rare, there would always be a customer that would give you their suggestion to help you solve your problem.

Will there ever be another place like Halls Hobby House? Probably not, people today are in just too much of a hurry, they rush here and there and use the internet to make their purchases. They are missing a place where everyone came and shared there love of this great hobby and were willing to help the new person in the hobby as were as those more experienced modelers.

New Yahoo Group Formed for the LSR.

At the request of the BOD a new Yahoo group was formed for the Lone Star Region. You can find it at http://groups.yahoo.com/group/LSR_NMRA/

This list is for the discussion of all topics pertaining to the LSR. It is open to all members of the LSR, whether you are a member within the boundaries of the region, or live outside the region, all are welcome.

To be approved, please include your Name, Location, Division and/or NMRA Number in your write up.

For further information or questions please contact the Owner/ Moderators Tracy Mitchell at traymit@houston.rr.com or Duane Richardson at duane@purgatoryanddevilriver.com

Can You Really Have Too Much Fun?

That will be the question at this year's Annual Convention, also known as the Hill Country Special. The festivities begin on June 6 at 5 PM and run through the 10th at the beautiful Wingate Inn and Williamson Conference Center in Round Rock, Texas. There will be thrills and enjoyment for rails and non-rails alike. We are betting that those who attend will be asking if having this much fun is really legal.

One of the highlights of the convention will be the opportunity to operate some of the finest layouts in the Austin area. You will have a choice of six layouts from which to choose. Operator slots will fill fast, so don't hesitate in registering. A $10 refundable deposit will be required for each evening that you operate. You'll want to take the chance to work on the road on Jack Merkel's low keyed Lone Star and Sante Fe, Chuck Ellis' incredibly scenic Great Northern, Kim Saign's wonderfully smooth Burlington Northern 'N' scale layout, Edmar Weinskowski's fascinating electronics on his Sante Fe layout,Tom Pearson's easy to run layout or Bryan Rigney's Central Texas version of the SP. All of the layouts are treats to operate. Each of these terrific layouts are worth the effort and will give you an excellent reason to come on Wednesday.

So operations isn't your bag. No problem. One of the highlights of the Hill Country Special is the "Learn to Operate (Better)" focus. Mike Barrett has cleaned and spruced up a section of David Barrow' Cat Mountain and Sante Fe version 2, borrowed some of the original structures and made it just what the conductor ordered to learn how to spot those cars.

The layout will be available throughout the convention for reservations or drop-ins to begin the low stress learning process of operations. If you'd like to reserve a time slot in advanced, go to Mike's Black Bear Construction website at www.blackbearcontruction.com The layout will keep you and three other friends busy for and hour. Our Non-rails will even be given closed session classes so that the rails can't harass or jeer at them. Hopefully, this layout will help our spouses get a glimpse of why we are willing to travel great distances to "play trains". So you have operated a little bit, but don't feel too confident yet? This is a great chance to gain a greater comfort level in a slow and easy manner. Our goal with the South Plains District layout is to teach those that don't know how, and to increase the abilities and enjoyment of those that have done it before.

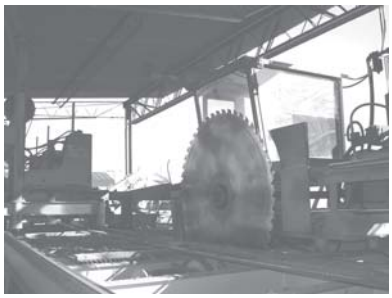
One highlight of every convention is the self guided layout tour. The Hill Country Special layout tour will measure up quite well. On Friday and Saturday, many of the finest layouts Central Texas has to offer will be open for you to enjoy. At this point there are around 20 layouts that have committed to show us their railroading empires. Some of the great layouts you will want to see are owned by David Nicastro, Chuck Ellis, Edmar Weinskowski, David Barrow, Jack Merkel, Frank Glassl and Steve Nelson to mention only a few of them. Maps and directions will be a part of your registration packet. So plan on putting your new friend in the navigator's seat and a few others in the back seat and go get some ideas on how to make your layout better or even learn some things you want to do on the one in the planning stages. It will be fun!

A huge feature of the Hill Country Special will be our clinic schedule where some of the LSR's most talented modelers will tell you some of the things that they have found to make their life easier and layout more ready for the cover of *Model Railroader*. Some of the clinicians you will be looking forward to are Gil Freitag MMR, Paul and Duane Richardson MMRs, David Barrow, Tommy Holt, Bob Barnett, Jim Packer MMR, Rob Richmond, Chuck Lind MMR, Tracy Mitchell MMR, and a special guest from the FBI, to name but a few. Yep, you read the last one correctly. A sampling of the subjects you can anticipate are Using Decoder Pro Software, Getting Plastered on Wed. and felling good about yourself on Thursday, Digital Model Railroad Photography, Airbrushing- Basic and Advanced, Signaling with DCC, Laser cut kits, Timetable and Train Orders, MoPac mail trains from St. Louis to Texas and sound decoder installation in steam locomotives. Check the convention website, www.hillcountryspecial.org, for a complete listing of all of the clinics available. Someone in the Region said that there will be about as many clinics available here as there are at some National Conventions. One of the goals of clinic chairman, Chuck Wilson, has been to have as many Master Model Railroaders giving clinics as there were clinics at the San Antonio Convention last year. If he hasn't met that goal, he's mighty close. So as you can tell, the clinic schedule will be of remarkable quality.

There will also be the practical classes like "you can scratch build too" and hands–on classes on soldering and trestle building. Harold Bryant will show you how to make soldering easy. This class will have an extra fare of $20, which will provide you with a soldering iron and all the supplies you'll need for the clinic and for starting to practice at home. Mike Barrett's trestle building clinic is one that is very practical. Don't get to thinking that you have no need for trestles because every layout, mountainous or flatland needs to cross creeks or rivers. Mike's extra fare clinic will have you making a trestle from the Black Bear jig that is yours to keep as part of your small $33 investment. Take my word you will walk away from this one thinking you would have been willing to pay more. I thought that!

On Thursday, take the chance to enter those expendable supplies, buildings, locos, cars or anything else in the LSR Silent Auction. Chairman Jack Merkel will gladly show you how to bid and will eagerly register your entries. There will be over two full days to scout out those remarkable deals that you can't live without. This event is an excellent place to find some

unbelievable bargains, sometimes on some hard to find items. You will need to arrive before Friday at noon in order to be able to enter those items to sell. Closing will be in the morning on Saturday with settlement in two shifts on Sat. afternoon. The two shift settlement may seem to be a bit inconvenient, but it really makes you happier in the end. So dig through the boxes and bring those items that you don't want or need any longer. Turn them into cash at the Silent Auction.



Buses will board on Thursday morning for the first of two extra fare prototype tours we have arranged for the conventioneers. Note that both of these tours require sturdy, closed toed shoes and long pants. Thursday's tour will be to two different sawmills in the Bastrop area that use a couple of different technologies to turn hardwood trees into useful product. In a world of increased liability awareness, this tour will be a rare treat that you may never get again. This event will give participants a glimpse into how a sawmill works. While the mills are not on the railroad, it will still give one a picture of how to model this amazing industry. It is sure to be a sell out with only 29 seats available, so sign up quickly.

Our second industrial tour will be boarding the air-conditioned buses on Friday morning for a busy day at the Lower Colorado River Authority Coal car maintenance facility in historic Smithville. This town was a vital part of the Katy system for many years. The shops will be quiet on the day of our tour which will allow us a more up close and personal view of the operations. We will be treated to a video of how the LCRA coal burning, electric generating plants operate and how rail service is vital to keeping power production at its peak. This will be a special opportunity to see how a railcar repair facility runs, so don't miss it. Again, this tour will have limited seating, so hurry and sign-up early.

The Modeling contest is always an incredible experience. It is also an excellent way to start working toward the prestigious Master Model Railroader award. You will want to bring your best work though. As the former editor of Scale Rails told me at the Cowtown Limited in 2005, the LSR has some of the best modelers in the nation. Don't miss the chance to enter the competition, duke it out with some excellent modelers and improve your skills. Even if you don't enter the contest, you'll still be allowed in the room to gawk and drool at the exquisitely detailed entries. I always wonder how those guys can do what they do. Go by the Contest room often because you can't appreciate the complexity of these models with just one pass through.

Be sure and arrive to Round Rock early enough to hear the "all aboard" as the convention moves to a ride on the Bertram Flyer. Our train ride, which is included in the convention

registration, will depart at 6 PM from the Cedar Park depot after you travel the short eight miles to get there. If transportation is a problem, kindly let one of the Hill Country Special staff know and we will arrange to have a ride to take you to the train. As you are well aware, June in central Texas can be very hot, so to insure your comfort there will be air-conditioned lounge cars available. For a mere $15 you can ride in the cool and roominess of the first class car. This will be a highly desirable upgrade and it too is of limited quantity. Sooo……

As you board the train, you will be given a delicious Jason's Deli box supper of a turkey or roast beef sandwich, chips, pickle spear and a cookie, as well as your choice of soft drink or water. After supper, sit back and enjoy the gentle sway of the car as the Alco locomotive makes its way to the newly remodeled Bertram depot. Upon arrival to this quiet little town, you will have the opportunity to savor a drink and a bit of dessert at the station as the train turns for the relaxing journey homeward. After a quick 20 to 30 minute stop, we will re-board the sleek Bertram Flyer for the return trip to the Cedar Park depot. On the way home keep your eyes open for wildlife and other unique plant life as we drift back gently along the rails. This will truly be an evening of luxurious pleasure.

So you're not a railroader and the thought of touring layouts all night doesn't thrill you, but sitting in your room alone doesn't make you happy either? Come join the non-rails for a fun night at the movies. Check the movie marker for what's showing and movie times. Come comfortable- PJs are just fine! Drinks and popcorn provided.

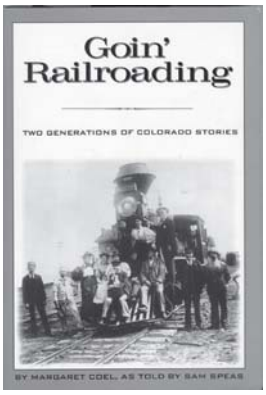
Another non-rail activity to look forward to is a Moment in Time. A brief history of the Harvey Girls as well as a discussion of the fine dining that could be enjoyed on the rails will be presented at the Thursday afternoon tea. Of course, there will be several opportunities for shopping. The non-rails will be caravanning to beautiful, historical Salado for a day of special shopping. We can compare our bead necklaces we'll be making to the ones for sale in the shops! The day will begin with an elegant coffee or tea and a light snack at the shop of a friend of Karen Wilson. After this treat, everyone can all go their separate ways to shop for that just right purchase. After doing the warm-up shopping, everyone can enjoy lunch in the many excellent restaurants in Salado and , finish up with our shopping and then head back to Round Rock in plenty of time to freshen up before dinner. If this isn't enough for you, the newly opened Round Rock Outlet Mall is only a short mile north of the hotel.

Plan now for some exciting how-to clinics. One such clinic will be "Let's BEAD"! Patti Bullard will be teaching a make and take clinic on the fine art of beading jewelry. Patti is an expert in this field and even hand blows many of her own

beads for her works of art. We will be making a crochet wire-beaded necklace. There will be a small fee of $5.00, but the cost is well worth it as these necklaces sell in specialty shops for $40 to $60. We are also busy working out the details so we can actually have Patti give a glass blowing bead demonstration!

Don't miss the Quilling Clinic. This fun art form will be hosted by Donna Alston. With a simple tool and a strip of thin paper, learn how to make simple to complex designs by just twirling. We will be making a woven basket and flowers in this project to add a unique touch to that special card. Tagging on the Quilling clinic will be the Card Making Clinic. It's all the rage. Talk about self expression! From simple cut and paste to special stamping techniques, we'll have a pro available, along with all the materials needed, to help you let your imagination run wild. Make one or make a few, it's entirely up to you.

There will also be a quilting seminar given by award winning quilter, Barbara Barrett. In this clinic, you will learn how to turn that stash of old neckties and t-shirts into a unique, one-of-a-kind keepsake quilt. These fabrics behave nicely if you treat them correctly. Come learn how to transform your special memories into a treasured heirloom. Christmas in June? Carol Linda will show how to make beautiful beaded Chrismon ornaments for your tree. They are tree decorations made in the shape of Christian symbols such as the Cross, the sign of the fish, etc. There will be a small $1.50 kit fee for the Enclosed Beaded Latin Cross and a $3.00 kit fee for the Trinity Circles ornament. Model Railroaders aren't the only ones who can have fun.



This year we are honored to have a speaker who will surely appeal to rails and non-rails alike. She is a New York Times award winning mystery writer and highly regarded by her colleagues as one of the best. She also has a railroading heritage. Both her father and grandfather were career railroaders on the Denver, South Park and Pacific Railroad, and Margaret Coel, our speaker, has recorded many of these tales in her book, "Going Railroadin'." We will be treated to a slide program as she takes us into the mountains of Colorado and tells us the stories of adventure on the railroad. She will be selling "Going Railroadin'" as well as many of her top selling mystery books at the convention. She will also be on hand to personalize your copy of any book purchase. You will find Margaret very personable and down to earth. It's sure to be an evening that will keep everyone on the edge of your seat.

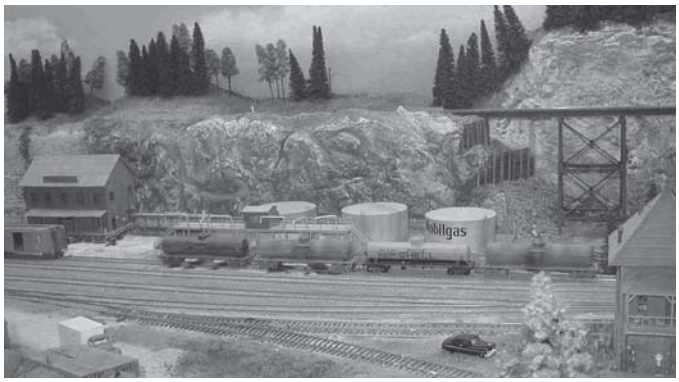
Saturday evening after the banquet isn't going to be your ordinary Bingo night! Bunko! Chicken Foot! Farkle! We are going to jazz up the fun. Come early and help decide the game(s) of the night. There will be prizes too!

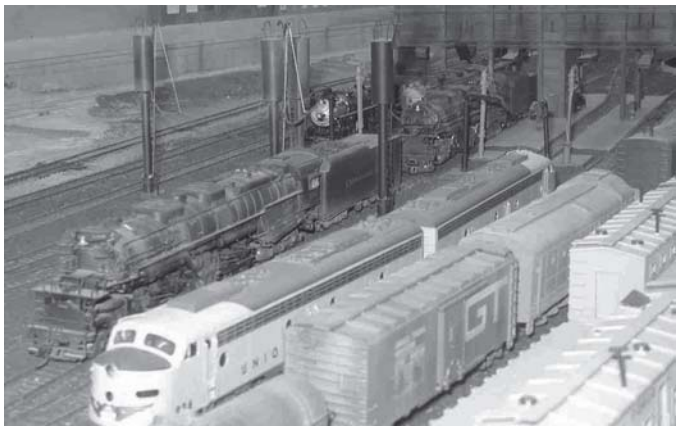
Our door prize committee is hard at work gathering gifts from many vendors nation wide. It is their goal that everyone who comes to the Hill Country Special will go home with a prize. Several of the prizes are very generous and highly desirable. Don't forget to take a chance on winning one of the 8 raffle prizes available. This year we will introduce a Mega-raffle. This is a chance to get everything you will need to do airbrushing. Included in the Mega-raffle is a double action airbrush, a compressor and an assortment of items to get one started in this exciting area of the hobby. Of course gifts are great, but one should be properly adorned for such an exciting five days of adventure. The better dressed at the convention this year will be sporting a beautiful, official Hill Country Special denim or blue golf shirt. They are only available to those that make their purchase before the convention. Those that make their reservation after May 1 will have to include a shipping fee to cover the cost of delivery after he convention.

This year, the LSR will honor John and Eunice Linda of Waco by making and selling decals of their Milwaukee and Southwestern. This honor is fitting, as John and Eunice have tirelessly served the Region in several capacities. Don't miss the chance to have a unique M & S freight car on your railroad. So make your way to the Company store to make your special limited run decals and cars.

So you're ready to sign up? Just fill out the registration form on the next couple of pages and send it in to our Registrar, Kennedy Gauger at the address on the page. Be sure to keep yourself current on what's going on each day or get registration forms by checking the Hill Country Special website – www.hillcountryspecial.org. Please note that the complimentary use of the meeting rooms is linked to our meeting a guaranteed number of guest rooms used. Please stay at the convention hotel, or happily pay the $25 surcharge for helping defer expenses incurred should we not make our minimum room guarantee.

So after reading about all of the avenues to have nonstop fun, don't you think that it could be possible to have too much fun at the Hill Country Special Convention, June 6 – 10 at the Wingate Inn and Conference Center? We're looking forward to showing you an unbelievable time in Round Rock!





Division 4 of the Lone Star Region NMRA
presents the

Hill Country Special

Lone Star Region Annual Convention
June 6-10, 2007

www.hillcountryspecial.org

EARLY REGISTRATION ENDS APRIL 20, 2007

Name: _____ ☐ First time attendee?
Address: _____ ☐ Handicap access needed for train?
City: _____ State: ____ Zip: _____
NMRA#: _____ Expiration Date: _____
E-mail: _____ Phone Number: _____

Name on ID Badge (print clearly): _____
Spouse and Other Attendees: _____

Regular registration is **$85**§. After April 20, 2007 the registration cost goes to **$95**. There will be an additional charge of $48 for non-NMRA or non-current members. Non-members can become NMRA Rail Pass members for $9.95 (6 months).

Regular Registration Includes

- **A ride on the BERTRAM FLYER**

Thursday evening at 6:00 pm. Admission includes a boxed meal for dinner while riding in a standard coach car.

Upgrade to an air conditioned car. See "Extra Fare" on Page 2 of this form.

- **Admission to all non-fee clinics**
- **Admission to non-rail clinics**
- **Entry of your models at the contest room, where you can showcase your skills and all can view and photograph the best model railroad craftsmanship in the LSR**
- **Access to the silent auction and the chance to bid on a variety of model railroading items**
- **Admission to the Saturday night banquet featuring guest speaker Margaret Coel author of: *Goin' Railroading***
- **Admission to the Sunday breakfast and annual Lone Star Region business meeting**
- **The chance to see Central Texas' best home layouts**
- **An introduction to Operating a Layout**
- **Great area rail fanning**
- **Opportunity to select from *optional* Extra Fare clinics and operating sessions**

Hotel Reservations

Wingate Inn
1209 IH 35 North
Exit #253 at Hwy 79
Round Rock, TX 78664
(512) 341-7000

Room Rate: $84*
Reservations must be made at the Wingate Inn by conventioneers on or before:
May 15, 2007

More information at:
www.wingateroundrock.com

* Single or double occupancy. Indicate that you will be attending the Lone Star Region NMRA Convention. Reservations made after the May 15 cutoff will be charged at a higher rate.

§ No ***Hill Country Special Convention*** refunds are given after **May 30, 2007, 5 PM**. Special and extenuating circumstances will be considered by the Planning Committee.

2007 Hill Country Special Convention Fee Schedule

Make checks payable to:
"Lone Star Region"

Mail Registration forms to: **W. Kennedy Gauger, Registrar**
8704 Willowick Drive
Austin, TX 78759
(512) 751-8968

www.hillcountryspecial.org

REGULAR REGISTRATION INCLUDES BERTRAM FLYER RIDE [1]	COST		QTY	TOTAL
Postmarked before 4/20/2007	$85	x		$
Postmarked after 4/20/2007	$95	x		$
SPOUSE REGISTRATION				
Postmarked before 4/20/2007	$85	x		$
Postmarked after 4/20/2007	$95	x		$
OTHER FAMILY MEMBERS				
Minors (6-16; inc. train ride meal, no other meals)	$15	x		$
Children under 6 (inc. train ride meal, no other meals)	$6	x		$
OPTIONS				
Bertram Flyer Upgrade to Air Conditioned Car	$15	x		$
Day pass (does not include meals or train ride)	$25	x		$
Saturday Banquet only	$30	x		$
Saturday Banquet and Sunday Breakfast	$45	x		$
EXTRA FARE				
Prototype Tour: LCRA Smithville Rail Fleet Maintenance Facility (limit - 53) [2]	$20	x		$
Prototype Tour: Two Sawmills – Bastrop, TX (limit - 27) [2]	$20	x		$
Make/Take Trestle Clinic – Black Bear jig provided [3]	$33	x		$
Make/Take Trestle Clinic – Bring HO Black Bear jig [3]	$9	x		$
Soldering Clinic (inc. soldering iron and supplies) [4]	$20	x		$
Operating Session – Wed Evening Deposit [5]	$10	x		$
Operating Session – Friday Evening Deposit [5]	$10	x		$
Convention Denim Shirt Men [6]: S M L XL 2XL 3XL	$30	x		$
Convention Denim Shirt Women [6]: S M L XL 2XL	$30	x		$
Convention Cotton-Poly Shirt [6]: S M L XL 2XL 3XL	$28	x		$
Official Convention Decals (per sheet)	$4	x		$
Non-Rail Clinic – "Let's Bead" (limit 18) [7]	$5	x		$
NMRA Registration for non-NMRA members	$48	x		$
NMRA Rail Pass – 6 Month Membership [8]	$9.95	x		$
Surcharge if not staying at convention hotel or home	$25	x		$
			Total	$

[1] Handicap accessible (please provide advanced notice).

[2] No open-toed shoes.

[3] The $33 price includes a jig. If you bring your own ***HO scale Black Bear*** jig, the cost is $9. Limit is two 24-person sessions. For more information: http://www.blackbearcc.com/LSRTrestleClinic.htm.

[4] Limit is two 25-person sessions.

[5] Fee is a deposit, refunded after operating session is over.

[6] Men's denim shirt is short-sleeved; Women's denim shirt is long-sleeved; cotton-poly shirt is short-sleeved.

[7] Crocheted bead necklace.

[8] To qualify, Rail Pass offer is good in the U.S. only and is for new members and those who have not been NMRA members for two years or more. Rail Pass members can vote, attend conventions and participate in contests, but cannot hold office and will not receive a New Member Pak. Membership will renew at the regular membership rate.

Up The Track

By Bill Dryden

Here is the list of the upcoming railroad events of which I am aware within the LSR. I provide all the information YOU send me or I can glean for these events. Further information is available through the NMRA *Scale Rails* and various trade magazines. Please send any and all information about upcoming events or activities in your area, club, etc. to me via email at bdr149@airmail.net. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change.

LSR Convention: Lone Star Region 56th Annual Convention, Round Rock, TX

The 56th Annual LSR Convention will be held in Round Rock this year at the Wingate Inn and Conference Center, 1209 N. IH 35, beginning Wednesday, June 6th and continuing through Sunday morning, June 10th. There will be excellent speakers and over 50 clinics including some make/take clinics on trestle building and soldering; a ride on the Bertram Flyer from Cedar Park to Bertram and back; prototype tours to Lower Colorado River Authority's (LCRA) Smithville Rail Maintenance facility and two operating sawmills; a superb assortment of area layouts on a self-guided open house tour; operating sessions at several local layouts; auctions, non-rail activities and a model contest with some of ***the*** finest models to be found in all of the NMRA! Convention shirts, decals and other items will be available as "Extra Fare" options. Check the website (http://hillcountryspecial.net) For more information contact Bob Alston (drtrainrba@hughes.net); 3405 Southwinds; Lorena, TX 76655; or peruse the website.

Recurring events and meetings:

LSR Northeast Texas (NET), Division 3 Monthly Meeting, Garland, TX

Nicholson Memorial Library, 625 Austin St., Garland, TX Third Saturday of each month. For more information contact Duane Richardson (duane@purgatoryanddevilriver.com) or check the Division 3 Page on the LSR website

North Texas Council of Railroad Clubs Meeting, Irving, TX

The North Texas Council of Railroad Clubs (NTC) meets the third Tuesday of the month. Visit the NTC website www.dfwtrainshows.com for more information about the NTC, its meeting site or its member clubs. All model railroaders welcome.

DFW Area Lionel Modular Group Meeting, Plano, TX

The DFW Lionel Modular Group meets the second Monday of the month at 6:45 p.m. in the Gladys Harrington Library; 1501 East 18th St. Plano, TX. For more information call (972) 422-4330.

Events and Shows:

May 2007

19th **Train Collector's Association, Lone Star Division Meet** Sat. 11 a.m. to 4 p.m. Adults $6, Family $9. New Braunfels Civic Center, 380 Seguin St., New Braunfels, TX Contact: Pat Halpin at (210) 661-4238.

27th **27th Annual Lone Star Train Fair**

Sun. 10 a.m. to 5 p.m. Amon Carter Hall/Will Rogers Memorial Center, 3401 W Lancaster Ave., Fort Worth, TX Contact: Terry Adams (rtadams@sbcglobal.net) at (817) 732-2117.

Railroad Research for the Modeler – Prototype Periodicals

By Thomas Mossbeck, Research Associate

We are all familiar with today's model railroad magazines like *Model Railroader* and *Railroad Model Craftsman*, and for prototype information we can read *Railfan & Railroad*, the newly revived *Passenger Train Journal*, or *Trains* which has been on newsstands since 1941 (just to name a few). However, one prototype periodical which has been in publication (under various names) for the past 150 years is *Railway Age*. This is an outstanding publication to which the modeler and prototype historian can often turn for equipment and structure drawings, plus features and news from the various railroads.

The publication can trace its roots back to 1856 as the *Western Railroad Gazette*, published in Chicago. Only a few copies are known to exist, none of which are in the library's collection. In 1870 the name was changed to *Railroad Gazette* and it became the railroad industry's leading periodical. *Railway Age* was a competitor and in June of 1908 it was acquired by *Railway Gazette*. The two magazines formed the *Railroad Age Gazette*, a name it would retain until the end of 1909 when it changed to *Railway Age Gazette* (1910-17), and finally *Railway Age* (1918-present). Another competitor, *Railway Review* was acquired in 1926. While the library's collection is not complete we do have most issues from 1878 to present day. The website (www.nmra.org/library under "Our Collection") lists all issues in the library's collection.

As with any source, the information is only useful if you can find it. We have a very good index to these and other prototype periodicals prepared by noted railroad historian Thomas T. Taber III, who spent more than 7,000 hours indexing about 80 different periodicals. Also, all annual volumes have an index making it easy to find out what articles have been published in a specific year. The library staff makes extensive use of these industry periodicals, which also include the aforementioned *Railway Review*, as well as *Signal Engineer*, *American Engineer & Railroad Journal*, and *Electric Railway Journal* (incl. predecessors *Street Railway Journal* and *Street Railway Review*).

Modelers and historians interested in obtaining references of particular railroads or subjects should contact the library. Contact information:

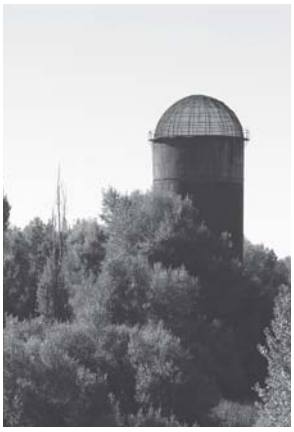
Thomas Mossbeck, Research Associate
Kalmbach Memorial Library
4121 Cromwell Road
Chattanooga, TN 37421
Phone: 423-894-8144
Fax: 423-899-4869
Web: www.nmra.org/library
Email: KMLResearchDesk@aol.com

The library can now provide article references for periodicals like *Model Railroader*, *Railroad Model* Craftsman, *Traction & Models*, and many more, as well listing of photos from the library's collection PDF format, free of charge. Send an email to KMLResearchDesk@aol.com and specify what you are looking for. We will then run a search and email you the references. You can then review the results and specify which articles or photos you would like copied.

For the Narrow Minded…

By Duane Richardson, MMR

With the work on the layout progressing, I finally found myself where I thought I was ready to get my Civil and Electrical judged. While I passed to wrap up my MMR, it once again pointed out the value of the AP. While some are uncomfortable with getting their work judged, it points out where you need to improve. Now, that might sound like you will end up with a list of "you didn't do this right," but in fact, I had 3 very good modelers who spent their time offering advice on how to make my work better. In all of the judging that I've been through on my path to MMR I have also appreciated the time the judges spent with me passing on tips and tricks to improve my work. I've learned SO much along the way and have no doubt in my mind that it's the best thing that I've ever done for my modeling. To all of my judges along the way and all the clinicians I have seen, THANKS for taking the time to pass on what you know. It's one of the things that makes our hobby great. I would like to say thanks to my Dad for passing on the love of trains and modeling. I've gotten here because of you.



In continuing the topic of unique Narrow Gauge Places I found myself in a bit of a pickle. When I looked into my research material I found that all I had was Colorado based railroads. I really wanted to branch out some, so I started making a few phone calls, bought a few books and did some reading on a subject that I am also interested in. I've decided to talk about the mountains of California, where Shay's ruled the woods, and talk about the West Side Lumber Company.

The West Side was based out of Tuolumne County California. The county is located due east of San Francisco at an elevation 2,650 feet above sea level. Here the virgin timber went undisturbed until the gold rush of 1849. As people flocked to the Sierra's, a few mining camps popped up here and there. One such camp was Carters that grew up around the Eureka Mine. It was also known as Summerville, but it would later become known as Tuolumne after the turn of the century.

Eventually, the mines started playing out and interest turned to logging. The first sawmills were opened as early as the 1850's to produce timber for the local mines. By 1860, the mills had produced 15 million board feet of lumber. (A board foot is a board 12 inches square and 1 inch thick).

William H Crocker, son of Charles Crocker of the Central Pacific, and his partners came to Carters to check on 55,000 acres of timber land that they owned just east of town. The West Side Flume and Lumber Company was formed by the Crocker and his cousin Henry, Charles F Gardner, Thomas Bullock and Wellington Gregg in 1898 and was incorporated on May 31, 1899.

Planning for the railroad began on a very hot day in August of 1898. On March 8, 1899 they bought a part of Frank Baker's farm in Carters, CA at a price of $11,000 for the sawmill sight and construction began immediately. The mill would cost $350,000 and was designed as a double band saw mill that could cut 18,000 bf (board feet) of lumber per hour. An initial estimate was that the mill could produce 45 million bf a year. Initially the mill was operated as a single band sawmill until enough lumber was cut to open the rest of the mill. The mill featured 8 steam boilers, a 750 HP Coreless steam engine and a 20 acre log pond that was created by damming up Turnback Creek.

Logging operations began that spring with the arrival of 80 disconnect log cars and several 24 foot flat cars. They ordered the cars from Carter Brothers of Newark, CA. Many of the disconnects were assembled at the West Side car shop in Nashton (named after J.W. Nashton, the superintendent of construction) from parts provided by the Carter Brothers.

The West Side mainline left Tuolumne going east up a 4.8% grade for the first two miles, through the Tuolumne River Canyon to Nashton. The mainline would extend almost 80 miles to the northern boarder of Yosemite National Park. There were 4 bridges on the line, one of which, referred to as the River Bridge, was 62 feet tall, 300 foot long on a curve. The mainline track was laid with 40 lb rail on ties cut from native incense cedar. There was no rock ballast, but dirt down the middle of the track. With the absence of a good draining roadbed the line had to be shut down during the rainy season.

By 1900, Nashton was the home for logging operations, railroad construction and car building. 1903 saw a new owner for the line as North Woods bought the West Side for $4,000,000. North Woods, by removing the word Flume, renamed the company the West Side Lumber Company. The arrival of the new owners saw the arrival of new Shay locomotives. While wrecks would happen over the years and especially to the 'six spot' which was known for rolling over, several of these locomotives are still operating today. The 6 was scrapped after her final rollover in 1940 that killed her fireman and injured the brakeman.

The trees of the area were Sugar Pine, Ponderosa Pine, Cedar and Fir. There is a photograph of a Sugar Pine log sitting on a flat car at a local fair. The sign hanging on the log says that the log weight 12.5 tons and would yield 3,500 bf of Clear #1 Pine. The market value at the time was $50 per 1,000 bf. At today's prices that one log would be worth close to $14,000.

There were 45 different camps over the years and with each new camp the rail line would extend into the new cutting area. Grading was done by hand until 1921 when they purchased a steam shovel from Stockton Iron Works. In 1925 two more were purchased from American Shovels. All told, the West Side would grade around 250 miles worth of right of way.

Many of the logging camps were around 5,000 feet in elevation and would become snowbound until spring. This would shut down train traffic from November to May. During the spring and summer months the trains would bring down anywhere from 45 to 60 million board feet of lumber to keep the mill running all year. During the winter the shop crews would repair the locomotives, donkey engines and cars. At the end of each season a clean-up crew would stay busy cleaning up broken cars from along the mainline and the occasional locomotive that had derailed somewhere in the woods.

The Pickring Lumber Company bought the West Side in 1925 but soon the Great Depression would begin and shut down the mill in 1930. It wasn't until the West Side bought back its property in 1934 that the mill would reopen. In 1940 the West Side purchased several cars at auction from the Swayne Lumber Company. The new skeleton cars would help keep operations steady for several years. In the spring of 1958, the West Side was once again sold to the Pickring Lumber Company who took control on March 31, 1958. This saw the scaling back of train operations as trucks started being used. The last logging train came down to Tuolumne in the fall of 1960. With all logging operations done by truck in 1961, the last train would run June 7th 1961 as Shay #14 would bring back stored equipment down from Camp 24.

The West Side came to an end in 1962. In April, a strike shut down the sawmill and during that time a fire broke out that destroyed most of the stored lumber and a couple of buildings. Also during the strike the railroad was scrapped. Shortly after the strike was settled, a welder was removing some machinery when a spark from his torch started a devastating fire that destroyed the mill and a few other structures. The mill would never reopen.

While the West Side is gone, many of its locomotives still operate to this day at the Roaring Camp and Big Trees railroad and at the Colorado Railroad Museum. The Shay's at the museum used to operate at the Georgetown Loop railroad outside Denver. One of the most famous attempts to preserve some of the West Side was made by Glen W. Bell (of Taco Bell) when he purchased the mill site and laid some track around it to operate as a tourist line. This operation was shut down during the 1980's. Sadly the site of the mill is about to become part of an resort facility.

The West Side is a truly unique place and for most of us, logging is a large part of our Narrow Gauge operations. If you like running trains in the woods this is the place to start.

Until next time...keep the boiler full, the fires hot and the wheels on the rails.

2007 Southern Pacific/ T&NO Sunset Central Convention

The annual convention of the Southern Pacific Historical & Technical Society returns to Texas this fall. Houston will host this gathering of SP/T&NO aficionados at the Westchase Hilton Hotel from October 10 thru 13, 2007. This marks the second time Houston has been privileged to host this convention and the headquarters hotel is the same location of the convention in 1996. Non-members are invited to attend, of course, the society encourages you to join up.

Among the activities planned are visits to 16 Houston area layouts, representing a variety of scales and eras. An exciting schedule of presenters will include Tony Thompson, Joe Strapac, Al Partlow, Jeff Cauthen, Mike Palmieri, Louis Saillard, Col. Joe Dale Morris, Lee Gautreaux, Steve Sandifer, Joe McMillan, Tom Palmer, and Mike Spoor. Many of the presentations will be repeated providing attendees the opportunity to enjoy all these gurus.

Fortunately, convention programming promises to be skewed toward coverage of Texas & New Orleans topics. Several clinics will focus on passenger service, including post-WWII T&NO operations and equipment. Sessions on pre-1960 freight cars will include T&NO equipment as well as an investigation of SP freight cars from the 1960's to 1996. One presentation will focus on modeling the vast Pacific Fruit Express reefer fleet and another will cover stock cars and the meat industry. Louisiana SP branch lines will be examined in addition to a review of the rebuilding of Mk-5 745 at New Orleans. Emphasizing the T&NO convention content, the T&NO in the steam/diesel transition era will be highlighted along with reminiscence about the T&NO in South Texas, both talks illustrated with fascinating unpublished photos.

Other convention activities will include an Old Timers panel, plus model and photo contests, members' swap meet, vendors, and ladies activities.

Additional convention details can be found on the Southern Pacific Historical & Technical Society webpage: www.sphtsannualmeeting.org Inquires can be addressed to Tom Cobb at: tecobb@academicplanet.com

MASTERING MODELING
Teaching This Old Dog a New Trick

BY Tracy Mitchell MMR

Well the old saying is true , you can teach an old dog new tricks. I finally saw the writing on the wall, broke down and started airbrushing with acrylics. I've been airbrushing with solvent based paints exclusively since I was 10. (39 years ago) I tried shooting Acrylics several times before, but the brush clogged way to much, so I kept going back to the solvents.

Because of all the new acrylics out there and the lack of solvent based paints being manufactured, I consulted one of my military/RC modelers that now turned Model Railroader for advice (Bill Reid). This was a learning curve for him too, since he uses a double action internal mix brush. I still am Neanderthal in that I use a Badger single action external mix airbrush. Have so for almost 40 years. Up until 2 years ago, I was still using the same brush. It has been rebuilt several times, heads, springs, O rings, etc, but plastic handle faithfully was never replaced until a couple of years ago when the threads were finally stripped beyond use.

Several years ago I purchased an internal mix, but didn't like it. I have also borrowed double actions from friends and never did like them either. As I said before, I've been airbrushing since I was 10 and have burned out three badger compressors in that time. I used to be a custom painter and have painted easily in my lifetime 2000+ models from plastic cars, military armour, aircraft, trains, and structures. Up until 8 years ago, I used the airbrush exclusively as my weathering device. With all that experience I had, teaching this old dog a new way required a lot of patience on Bill's part.

Disclaimer to follow... These steps work for Bill and me. They might not work for you... these are just guidelines, not codes to follow. A little experimenting might be required to have acrylics work with the same results as we get. Be advised... There are several variables involved here, Chemicals, Moisture Content, Air Pressure, Type of Airbrush, Air supply, Climate, and the Location where you paint all can cause problems. Now with that out of the way, Here are the steps Bill showed me.

1. The acrylic paint brands he use are Testors Model Master and Floquil Polly S. He even used the Delta Ceramcoat on occasion, but advised against me using those brands until I get the hang of airbrushing with the better paints.
2. He thins his paint with Auto Window Washer. Not the cheap stuff from Wally World, but the good stuff from Auto Supply Stores.. He uses either mix., Winter or Summer. Be advised that the winter mix is a little strong, so dilute it with Distilled Water. As for the spray mixture, he thins it about 1 part paint to 4 parts window wash. About the consistency of 2% milk. Do not substitute Windex for Window washing fluid. Windex is stronger stuff. They add other chemicals to the mix including Ammonia. Also do not use the Polly S brand of thinner either. As Bill pointed out, the Polly S thinner says on its label, Warning Harmful Vapors. To any person with half a brain, that sends a warning flag up the mast. This means there are some oil/solvent based type chemicals in the mixture. We all know that oil and water don't mix.
3. Because I use an external mix brush, we shot the acrylic at 30- 40 psi. He normally shoots at 25psi I also changed to the Heavy tip instead of the using the Med or Fine tip. This will help cut down clogging dramatically.
4. The brush did clog a few times... mainly when I was experimenting to see how long it would take to clog an airbrush. This took about 45 seconds when the brush is idle. To unclog, first you blow out the brush by covering the head with a cloth and shooting the paint. Air Bubbles should be blown back into the paint jar. This directs the air flow in the opposite way it is intended to flow. Then take a Q tip dipped in Laquer thinner and clean the needle head. Spray on a paper towel to get the paint flowing again.
5. In between colors, spray window washer fluid and then unscrew the window wash jar and shoot until nothing comes out. This will help ensure the airbrush doesn't clog while changing colors.
6. Here is the key... When done, Clean the Brush throughly before storing it. He uses Pine Sol for the cleaning fluid. By cleaning thoroughly, that means taking the brush apart and clean the tubing, jar lid, and everything else. Do Not just spray cleaner through the brush and say that is good enough. He also shot one final time with Laquer Thinner in the clean brush and took the thinner jar off and sprayed until air only came out. Laquer Thinner will clean both solvent and acrylics .

Be advised Pine Sol will clean the jars of all paint residue including in the threads and around the lips where you can't get to the paint. Pine Sol will also clean Solvent paint. The one advice I have is wear gloves when cleaning with Pine Sol. Even though it is a household cleaner my hands were really dried out and rough. Next thing I knew, my skin started peeling like a legless lizard. You have been forewarned...Wear Gloves.

Does this mean I will stop shooting Solvents... Of Course Not. It just means with these tips I think it is safe to say I'll be ready when you can no longer buy solvent based paints. That day is coming sooner than most think.

For further tutoring, Bill is doing two clinics on airbrushing at the upcoming LSR Convention in Round Rock. One is on Basic Airbrushing and the other is on advanced techniques. I urge you to attend at least one of his clinics if you are heading to Round Rock. You will not be disappointed. This is a great place to get the information first hand and not from this old dog that learned a new trick.

Back to Modeling (an Outhouse) now.
TNT

Bobbie Hall
September 15, 1919
January 27, 2007

Former hobby industry icon Bobbie Hall of Dallas passed away Saturday, January 27, at a Dallas hospital from congestive heart failure, at the age of 97.

A native of Whitney, Texas, Bobbie rose to prominence in the hobby industry and the National Model Railroad Association during a 55-year career with her businesses Hall's Hobby House and Hallmark Models, Inc. In the late 1960's she became the first woman to import brass models from Japan with a line of locomotives and cars from U.S. Southwest railroads. She later worked to open the Korean market for importing brass models. Working with the Korean builders Hallmark Models became a recognized importer in the industry.

In 1996 she was inducted into the Model Railroad Industry Association's Hall of Fame along with industry moguls Hal Carstens, A. C. Kalmbach, Bruce Walthers, Irvin R. Athearn and William K. Walthers. She also received the NMRA's Pioneers of Model Railroading award that same year. She was also charter member of the Lone Star Region of the NMRA . She was the first woman elected to the Hobby Industries Association's board of directors in 1953. She served 3 years on the board before stepping aside, but continued to serve the hobby industry association in numerous capacities until closing her business at the age of 92 in 2001.

In May of 2006 she released her autobiography, *Tracks from Texas to Tokyo,* which chronicles her rise from the early days of Hall's Hobby House, where she and former husband, Buddy converted an ice cream parlor into a hobby and antique furniture business in 1946, through her building the business into a nationally known hobby shop and brass importer.

Since the book's release and up until her death, she toured several cities in Texas and Oklahoma making public appearances and signing her books. She last signed at the Dallas-area train show in mid January.

She is survived by her nephew, Wayne Pennington, and his wife Nancy of Mesquite, Texas, along with several great nephews and nieces.

Contest Categories

I am looking forward to an outstanding contest in Round Rock this June. To give you the time to build that special model or craft I am listing all the categories in the contest.

Model Contest

Steam Locomotives
Diesel Locomotives
Traction and Other Motive Power
Passenger Cars
Freight Cars
Maintenance of Way
Cabooses
Complete Trains
Off-Line Structure
On-Line Structure
Bridges & Trestles
Displays/Dioramas

Photos

Prototype Black & White
Prototype Color
Prototype 35mm Slide
Model Black & White
Model Color
Model 35mm Slide

Trains on Stamps

(Last Year in Contest)

Passes

Arts & Craft

Arts & Craft General
Arts & Craft - Needlework
Arts & Craft Theme – Wildflowers

Special Awards Model

Participation Award
Best Kit-Built Model
Architectural Award
Tree Award
Bob Clarke Award
Linda S. Little Award
Most Popular Model
Novice Best of Show
Best of Show

Special Awards Arts & Craft

Most Popular Arts & Craft
Arts & Craft Best of Show

Special Contest

This year in Round Rock we will be having a special contest for the best outhouse. It can be a building by itseft or part of a display. Special awards will be given out for 1st, 2nd and 3rd place winners

Photos will be judged by a team of photographers and done like the National Contest. The score sheets will be just in seeing what was done to take the photo and under what conditions, but no scores will be placed on the scoresheet.

If you have questions on entering or the contest categories please contact me before the convention at 979-696-8862. Thanks
Chuck Lind

FROM THE PAST (Spring 1982)

By Jim Long, MMR LSR Historian

(Since no Marker Lamps were published is the Fall of 1981 and Winter of 1981 this column has not appeared in the last two issues, but we are now back on track.)

LSR President Ed Quin reports that Homer Fleischer of Longview has been appointed as the new editor if the Marker Light, and Bob Clarke of San Antonio appointed as the associate editor. Ed expressed thanks to Miles Hale for his work editor

President Quin also announced the appointment of Mrs. Paula Johnson of Houston as the LSR Railette Chairwoman. Ed noted that ir has been many years since the LSR has enjoyed the services of a person in this very important position on the LSR staff. Finding and selecting just the right individual with outstanding qualifications was a real strok of luck.

Contest Chairman Gil Freitag asked for guidance in awarding the 3-year NMRA membership won by Ben Pearlman at the Dallas Convention, Ben donated the 3-year membership to the LSR since he was already a Life Member of NMRA. Area 1 Director James Van Gaasbeek of Ft. Worth made a motion, seconded by John Lowrance, that we designate the donation as a Youth Award to be presented to a young person with an interest in Model Railroading.

David Milton reported that the "Great Snail Race" may be losing one of it's contenders. During a recent visit to San Antonio, I saw and actually touched some lumber which was designated as benchwork in the building that John Lowrance built.

To the uninformed, the G.S.R. was initiated and named by John to show non-progress in constructing a model railroad, principally between He and I. Since it's inception many modelers have expressed reasons why they should be included. The rules are easy. You must have a building or dedicated room in whick there is an honest intention to build a model railroad. Starting time is sometime within the last 5 years. The last person to get a train rolling wins. Judging will be on a casual basis and prizes may or may not be awarded as the committee sees fit.

If you believe you qualify and give a damn just tell John or Dave and we'll get you on the list sooner or later. If you are on the official list your name will be right here in the Marker Lamp for everyone to see. The G.D.R. list now includes Dave Milton, Gus Freitag, Jim Long, and John Lowrance. There are others but until they apply their secrete is safe, So if you can stir yourself into action let us know your name and non-progress.

Round Rock Railroads

Secretary/Treasurer's Report

by Elbert Smith

LSR Financial Accounts:
For the period of January 1 through March 31, 2007:

Beginning Checking Account	**$2,522.19**
Vanguard Money Market Accounts Total	**$41,506.12**
Funds Held For Div. 1 (Not LSR Funds)	**$1,700.97**
Total LSR Net Worth – All Accounts	**$42,327.34**

Income	
Ad, Pike	**136.00**
Cars & Decal Sales	**36.00**
NMRA Region Rebate	**847.00**
Patches	**5.00**
Vanguard MM (General Fund)	**268.23**
Vanguard MM (Convention Fund)	**128.07**
Vanguard MM (Life Fund)	**126.39**
Subtotal	**$1,546.69**

Disbursements	
Contest	**323.68**
Division 1 Expenses	**172.27**
Marker Lamp Print & Mail	**1,032.14**
Mid-Year Meeting	**8.27**
Postage	**7.17**
President (Bobbye Hall Memorial)	**100.00**
Secretary/Treasurer Expense	**5.14**
Youth Program	**194.00**
Subtotal	**$1,842.67**

Ending Checking Account	**$2,226.21**
Vanguard Money Market Accounts Total	**$41,506.12**
Funds Held For Div. (Not LSR Funds)	**$1,528.70**
Total LSR Net Worth – All Accounts	**$42,203.63**

Total NMRA/LSR Membership inside the LSR area is 1071.

New Members – Please take note of the following members new to the NMRA/LSR. Say hello, and get them involved in the LSR and in your Division's activities.
Rex Brewer, Denton, TX
Robert Ham, Bedford, TX
Carol Phelan, Fort Worth, TX
Charles Phelan, Fort Worth, TX
Robbie Wartburg, Arlington, TX
Per Laursen, Lake Charles, LA
Peter Shavney, San Antonio, TX
Charles Yoder, McAllen, TX
Robert Browning, Bently, LA
Richard Brown, Missouri City, TX
Thomas Faynt, Houston, TX
Kegan Graves, Houston, TX
Philip Graves, Houston, TX
Robert Stevens, Missouri City, TX
John Callesen, Bedford, TX
John Crews, Denton, TX
Robert Dalryample, Weatherford, TX
Howard Grainger, Arlington, TX
Ralph Vincent, Saginaw, TX
Jared Aguillard, Baton Rouge, LA
Robert Thomas, Lafayette, LA
Robert Brown, Fairview, TX
Matt Butcher, Dallas, TX
Matthew Cornell, Plano, TX
Robert Erwin, Garland, TX
David Farmer, Dallas, TX
Billy Jackson, Cedar Hill, TX
Robert Graf, Austin, TX
John Stabe, Universal City, TX
Jesse Callahan, Brookeland, TX
Lee Duggan, Sugar Land, TX
Leighton Moreland, Houston, TX
Howard Craig, Fort Worth, TX
Gary Jennings, Fort Worth, TX
Ron Means, Campbell, TX
Elaine Stocks, Heath, TX
Chris Sawicki, Round Rock, TX
Theodore Stott, Georgetown, TX
Riley Triggs, Austin, TX
Donald Jugenheimer, Lubbock, TX
William Fisher, Laredo, TX
Richard Habermann, McAllen, TX
Emmett Bean, Houston, TX
Corey Maglido, Dickinson, TX

Company Store

	HO		N-Scale
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Crescent City Lines	Out		$ 7.00
Texas & African	$5.00		$ 7.00
Waco Austin & Bryan	$5.00		$ 7.00
Anniversary Car 1951	OUT	per set	$40.00
Anniversary Cars 2001	OUT	per set	$40.00
ITC - Bob Clarke	$10.00	per set	$40.00
Supreme Feed - John Lott	Out		$12.00
Quin Lines	$14.00		

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Cowcatcher Division 1

by Chris Atkins

The last three months have seen a lot of excitement here in Division 1. In January, the division participated in the Plano train show. Part of our obligation to the North Texas Council of Railroad Clubs was to provide three clinics for the Plano Train Show. Thanks to Jerry Schoenberg, Denny Bullard and Steve Willis for helping out with clinics.

We had our winter quarter meeting in February at the Lockheed Martin Recreation Area in Ft. Worth. With 25 attendees, this was the largest turnout at a quarterly meeting since I took over. I originally planned on giving a clinic on computerized track planning with 3rd Plannit, but instead several members brought slide presentations for show and tell. To finish off the day, we watched the latest Joe Fugate video on scenery techniques on his excellent Siskiyou Line.

Later in the month, the Council Distributed show shares to the members clubs. With the cold weather during the Plano Show, our cut was quite a bit less than usual. On top of that, I decided to pick up a second share after discussing it with the group at the quarterly meeting. The remaining money should cover postage, etc. for the rest of the year.

In March, the World's Greatest Hobby train show was held at the Ft. Worth Convention center. This was the largest train show that I can remember ever in the Cowcatcher Division. While I heard the attendance was lower than Houston, it was nice seeing all the families with young children excited about trains.

Thanks to President Jerry's efforts, the Lone Star Region had a free table at the show to promote the LSR and recruit new members. Division 3 director Duane Richardson had the convention sign from the Plano show, which proved to be a life saver. Hundreds of passers by noticed the sign and stopped to ask about the Hill Country Special. Many assumed that it was the Austin Steam Train's excursion train, but once we had their attention, we were able to describe the convention, the NMRA and the LSR. Several people took applications, and at least one left an application and check.

I'd like to thank all of the folks that helped out at the WGH show including Jerry, Jim, Ole, Jerry, Bart and Gene who helped me man the booth.

The next quarterly meeting will be held May 12 at the LMRA administration building on Bryant-Irvin in Ft. Worth. For more information email me at chris@railroadmodelers.com.

Bayou Division 2

by Jack Green

Convention time is drawing near and models are being fine tuned for judging or for sale, with hopes of getting the very best in either case. I will be bringing some engines to this year's auction in hopes that someone will lust after them as much as I did when they first appeared on the shelf or in a slick photo in the magazine. Perhaps it will help pay for the 866 miles round trip at $2.50+ a gallon from Baton Rouge. Don't take this is complaint, it's an opportunity. How else does one weed out the ugly, the unfit and the excess items that show up in our collections over the years of "collecting/investing"? There is ebay, if one has the time and talent, the local newspaper (heavens no!), other local modelers (very stingy) or our Convention Auction. I will try this latter method. I plan on putting a reserve on the items I bring. That way I can box them up again and try ebay or whatever or next year. How in the world did I accumulate so much stuff, greed, future use just in case, compulsive/obsessive or just plain irresponsible? All of the above.

When we decided to build our club layout in 1993, I thought I had a pretty good start on furnishing the necessary items to get us operational. With the addition of 6 other guys, we were in business to begin our lifetime dream, a large super layout. Wrong. What we had was 7 guys with about 50 engines apiece for a total of 350 engines and realistic parking/service facilities/ staged trains/back up room for maybe 30. What we really needed was 900 pieces of 3' flex track, 130 turnouts, adequate lumber to frame a small cabin, wiring for the space shuttle, a/ c units and about $25,000 in the bank for those un-planned expenses. Look for my six axle diesels in the auction; I need the money to buy more stuff.

Spring time is slow in the model railroad interest world. Too many other distractions after the bleak and dreary winter, which is the best model railroad time. There was an attempt to have a Louisiana Rail Run in February with a modified schedule and limited attendance. It was fun and I believe all had fun.

<u>Golden Spike Ceremony in Jackson, Louisiana</u>

Harking back to the nineteenth century with a touch of the twenty-first, the Greater Baton Rouge Model Railroaders recently dedicated their new live steam layout in Jackson. The layout is intended for "G-scale" trains whose engines operate just like their full-size cousins from long ago. Boilers have to be fired up and steam has to propel the tiny locomotives around the track.

Master of Ceremonies Andy Martin began the ceremony by repeating the dedicatory prayer used at the completion of the Transcontinental Railroad in 1869. He noted that the original ceremony took place two days later than planned because irate track workers had blocked the special train carrying the vice president of the Union Pacific

Railroad, demanding four months of back pay before allowing him to proceed. Martin said that the famous "golden spike" therefore has the wrong date engraved on it.

In 1869 there were two gold spikes, a silver spike and a spike made of gold, silver and iron. Only one of the gold and the silver spikes remain in existence today, on display at Stanford University. The model railroaders therefore completed their layout with a "gold" and a "silver" spike, actually deck screws painted gold and silver. And instead of the specially crafted silver mallet made for the 1869 event, a cordless electric drill painted silver served the purpose. Club member Peter Oelschlaeger drove the silver "spike" followed by John Mayo, who drove the gold.

San Francisco fired a cannon salute at the moment of the transcontinental railroad's completion, a feature relived by the model railroaders using a carbide cannon.

The ceremony concluded with the formal ribbon cutting by club president Clay Fourrier, and the unveiling of the permanent commemorative "golden spike." The spike, a standard railroad spike painted gold, is mounted on the wall overlooking the new layout.

The layout itself is fifty feet long by twenty feet wide, double tracked with a siding for each track. Thus several locomotives can be steamed and run simultaneously. It is located on the grounds of the Republic of West Florida Museum in Jackson, adjacent to the Old Hickory Railroad depot.

The model railroaders moved to the museum at the invitation of museum curator, Billy Spedale. The facility also includes an outdoor fully landscaped garden railroad plus indoor O, HO, S and N scale train layouts, and is open to the public on the second and fourth Saturday of each month from one to five p.m.

North East Texas Division 3

by Duane Richardson, MMR

Spring is here! The long, cold winter is…wait, this is Texas, OK…the couple of weeks of winter is behind us and so is most of the train show season. We are putting the finishing touches on the 10th Annual Division 3 Meet that will take place on April 21st. We have a few clinics lined up as well as the model contest, swap tables and an afternoon of layouts to see.

It's been an active spring here in the DFW area. The World's Greatest Hobby show made its' stop in Ft. Worth and it was good to catch up with old friends and talk with the manufactures. While my own wallet was a little lighter when I left I saw many train sets walking out the door. Here's hoping that those sets turn into layouts and a life long love of the hobby.

Now that the show season is behind us we are now turning our attention to Round Rock. If you haven't been out to the convention website yet I would suggest you take a look. You might want to start planning your convention schedule now. Bob Alston and crew have put together more ways for you to spend your time this year than ever before. Get your registration in and hotel reservations made soon. I look forward to seeing you all in June.

Once again this year, Bob Brendle is accepting nominations for the Sam Brendle Youth Scholarship so a kid and a parent can attend this year's convention. If you know anybody, take a look at the scholarship details on the home page of the LSR website and fill out the form. I want to say THANKS to Bob for offering this opportunity to pass on our hobby to the next generation.

We are still meeting on the 3rd Saturday of each month at the library. We wrapped up our scratchbuilding structures series and will be moving on to new clinic subjects. Mark your calendars and join us for the fun. We are also going to be starting the planning for the fall "Train's at the Library" show. If you would like to take part, please let me know.

I hope to see you all at the next meeting.

Cen-Tex Division 4

by Bob Alson, Jr.

Not much to report in Division 4. We (the convention planning committee) have been hard at work to make the Hill Country Special convention one of the best ever in the LSR. We think we are going to accomplish just that. Register now and make sure you are a part of the excitement.

Come to Round Rock for the Hill Country Special, June 6 – 10 at the Wingate Inn and Conference Center!

Division 5

by Dave Lamberts

The Lubbock Model Railroad Association continues to have monthly meetings at the Highland Baptist Activity Center on Quaker and 34th Street. Visitors are welcome. The meetings are the first Monday of each month. They start at 7:30 p.m. I have been taped to give the clinic in May. It is entitled "Making Mountains from Plaster Rock Castings."

The Lubbock Texas Annual Arts Festival will be held on April 20-22, at the Lubbock Civic Center. The hours are from 10:00 a.m. to 8:00 p.m. Friday and Saturday, and from 10:00 a.m. to 5:00 p.m. Sunday. Activities include a visual arts booth,

fine arts booth, a children's booth, performing arts and the Lubbock Model Railroad Associations's running HO-scale modules, N-scale and, T-Trak modules, diesel and steam locomotives, G-scale and O-scale trains. The club will set up Thursday, April 19 between 9:00 a.m. and 5:00 p.m.

May 19 is our annual "play-day." Last year we tried to invite the local school children and had a fantastic response. A similar plan is in effect for this year. We bought wooden train whistles and sold them at a small mark up - they proved very popular.

Division 6

by Fred Bock, MMR

No Division news this time. On Feb 4th I went into the hospital after a silent heart attack, and on the 10th I had quintuple cardiac bypass surgery. So I haven't been able to get up and around very much. My recovery is going well, and I hope to be back in operation in a couple of months. Thanks to all who sent prayers and good wishes!

Division 7

by Don Kimmell

Greetings from GREEN (color) Northwest Louisiana. I hope everyone is enjoying the wonderful (?) spring weather! It has been a busy time around here-(not counting the "honey dos").

The JETTS-Longview Show was another hit this year. According to all reports the attendance was up, I was there for set-up on Friday and again on Sunday, and I was happy with the crowd. Homer seemed to be very happy with the way things were going. There were more modular groups than in years past, and the Vendors I talked to, all seemed to be having a good show!—they were making money?

In case anyone missed the "World's Greatest Hobby" show in Forth Worth, sorry, you missed a great one!!! I was particularly happy with the numbers of families in attendance. Any and all "Thomas" set-ups were very popular! This says good things about the future of the hobby. I know Saturday's attendance was over 12,500! Not too bad!! I never got the numbers for Sunday, so I estimate about 7-8,000 or so, not as strong as Houston last year, but not too bad for DFW! I was there with the usual Ark-La-Tex crowd and I know we were busy visiting with people all day long, in other words, not too much shopping! A great number of the crowd were carrying bags and boxes as they left, and the various Vendors I talked to had a "…super, great, made money…" day Saturday. Sorry if you missed it!

By the time you are reading this, the May "Tyler Tap-Cotton Belt Historical Society" Show will be over. They have rescheduled this show to the late spring from late October, hoping for a better crowd, I hope so; this is a nice small show-usually 700+. Also it is a fun show to do as a modeler! Mark this show on your calendar for next year!

I hope everyone is planning on going to Round Rock in June. I think this is going to be a good convention. Bob and Crew have been working for over a year setting things up, and beside, you get a TRAIN RIDE!!!! I don't know anybody who can pass one up!

I guess that is about it from around here, got to run, finish taxes and a few "honey dos" yet, hope to see you in Round Rock in June!!

Texas Gulf Division 8

by Ray Byer

It's almost time for the annual LSR convention in Round Rock. Before long it will be in Houston. The plans for the Houston convention are moving right along and man is it a lot of hard work. More details to come, so be at this year convention to hear more about next year's convention.

There are some great upcoming events in and around the Houston area and some of them are: **The 2nd Annual Galveston Train Extravaganza, May 19-20, 2007** at the Galveston Railroad Museum and the **2007 Southern Pacific / T&NO Sunset Central Convention, October 10-13, 2007** at the Westchase Hilton Hotel.

I would like to encourage all of Division 8 members to sign up for the Way Bill by e-mail or send in your address with your payment, so you can receive your Division news. Hope to see you at this year's convention and bring a friend along.

Region Expiration Date

New NMRA membership cards may still carry the "Region Expiration" note, but this space is being used to show the expiration date of a member's subscription to their regional newsletter, not the expiration date of their region membership. Because our newsletter, ***The Marker Lamp***, is being sent to NMRA/LSR members with at no cost, the "Region Expiration" date will not change on your new NMRA/LSR membership cards. Remember that NMRA membership automatically makes you a member of the region in which you live. Members who are LSR Life Members will continue to receive the Marker Lamp even when they leave the LSR area.

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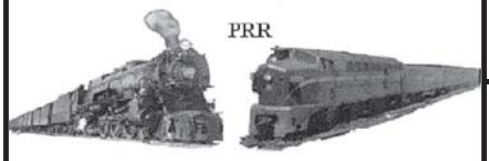

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